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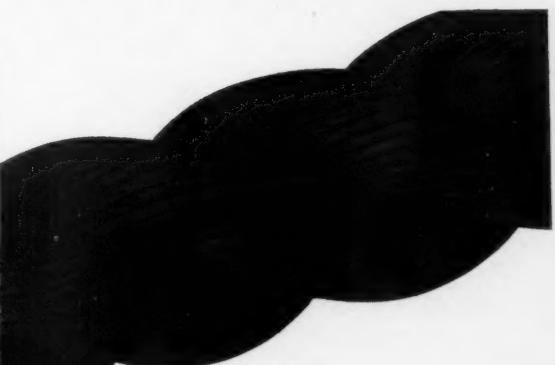
# ATLANTIC FISHERMAN

Registered U. S. Patent Office

VOL. XV

OCTOBER, 1934

NO. 9



**"COLUMBIAN Copperized ROPE shows NO SIGN OF MARINE GROWTH after nearly 4 YEARS USE as a MOORING LINE IN TROPICAL WATERS"—says a user in Hawaii.**

In 1930, an 1½" diameter mooring line was ordered by a rope user in Hawaii who accompanied his order by this remark:—"I have been unable to get a rope that would last more than 3 months without getting full of marine growth and minute organisms that caused the rope to fail at the first ground swell. I have come to the conclusion that no rope made will withstand the abuse of long tropic days in salt water with its myriad of rope enemies".

Sure that we could solve his difficulty, we filled his order with 1½" diameter Columbian Copperized Rope. At the end of eight months,

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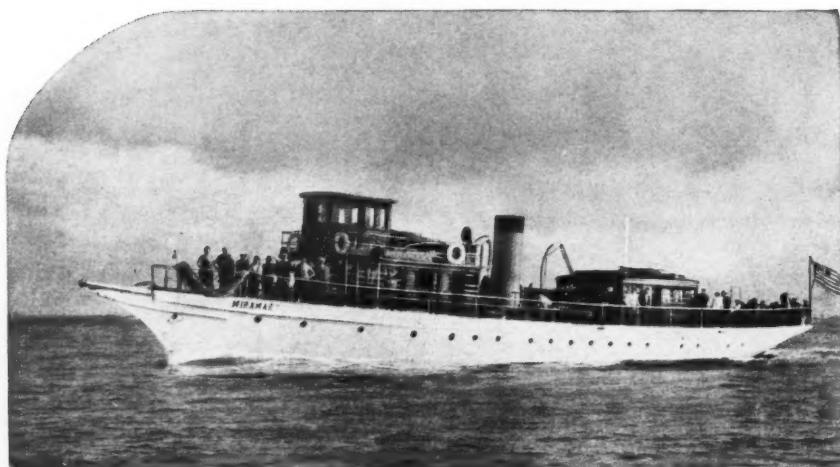
Fishermen who desire to double and triple the life of their mooring lines should accept only Columbian Copperized—the green line containing the red, white and blue marker yarns.

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a party fishing boat

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Back in 1927, Capt. Joseph Ecock of Sheepshead Bay came to the New York Boat Show, looking for a Diesel engine to speed up and also to lower the operating cost of the "Elmar". It was the first time that Atlas Marine Diesels were exhibited on the Atlantic Coast although

they had enjoyed an enviable reputation on the Pacific Coast for many years.

Capt. Ecock bought the Atlas Marine Diesel displayed at the show and installed it in the "Elmar". He was more than pleased with the increased speed, low fuel and maintenance costs. Subsequent usage proved the reliability of his engine. Fishermen regarded the "Elmar" as a boat "to get you there and get you back safely".

Later Capt. Ecock had the opportunity to purchase the yacht "Miramar" from a wealthy New Yorker. He wanted a more sumptuous boat and it had to be equipped with Atlas Diesels. The "Miramar" just filled the bill and the deal was consummated. She is in daily service today as one of the largest and finest party fishing boats out of Sheepshead Bay. If you are interested in Diesel Power and you want the opinion of a man who ought to know—ask Capt. Ecock, or enjoy a day's fishing on the "Miramar" and judge for yourself.

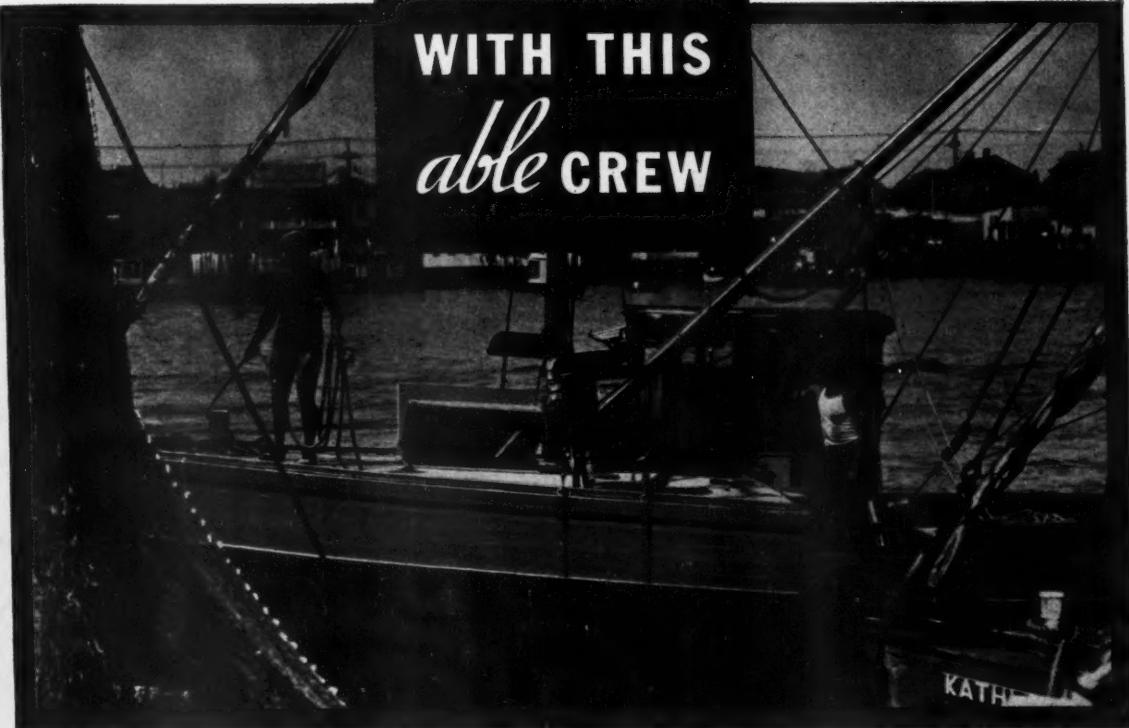
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ATLAS IMPERIAL



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# CAPT. ELVIN SCOTT

of the  
"Petrel"

has a word  
to say about

**"the fisherman's favorite battery"**



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*E M Scott*  
*Avondale, Rhode Island*

Capt. Scott, a dragger and lobsterman from Avondale, Rhode Island, agrees with practically every other fisherman up and down the coast on one important thing . . . *that there's no other battery like an Eveready*. Made by the oldest and largest manufacturer of dry cells and containing the finest raw materials to be had, Evereadys are truly "packaged electricity at its best".

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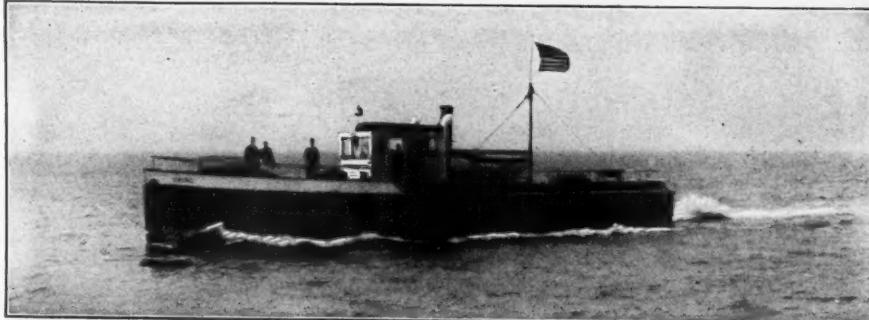
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THE ROPE YOU CAN TRUST

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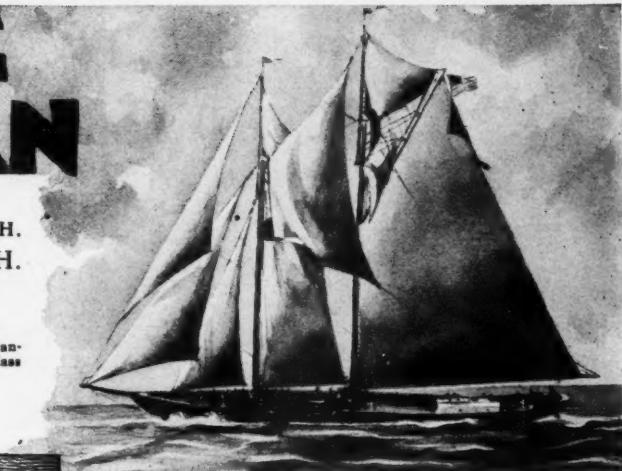
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VOL. XV

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## The "Thomas Whalen" Ready for Fishing

One of Three New Trawlers Built by Bethlehem for O'Brien

Practically Duplicates of Previous Vessels

All three new trawlers for R. O'Brien & Co. of Boston, will soon be ready for fishing. The *Thomas Whalen* and *Atlantic* were launched September 12, and it was expected that the *Thomas Whalen* would start fishing the middle of this month, with the *Atlantic* following a little later.

The *Plymouth* will probably take her place with her sister trawlers soon after the first of November.

These three steel trawlers are basically duplicates of those developed and turned out five years ago by the Fore River Plant of the Bethlehem Shipbuilding Corp., Ltd., for R. O'Brien & Co.—the *Quincy*, *Dorchester* and *Winthrop*.

They are 110 ft. long, 22 ft. beam, and 11½ ft. depth, powered, as were their predecessors, with 350 b.h.p. Nelseco Diesel engines, giving them a speed of about 10.5 knots.

Since the *Quincy*, *Dorchester* and *Winthrop* have been in operation they have made a total of 481 trips. During this time they have been on a tow line but twice, and have had a remarkably small number of broken trips. Further, during the five years these vessels have been in operation they have been at sea an average of 305 days per year. The owners' records also show that for the time at sea, the vessels have been forced to jog, due to stress of weather, but an average of ten times per year. At no time under any condition of wind or sea has there been solid water on the deck of any of the boats.

The new boats will not vary in hull form or otherwise except in minor details, the same stout scantlings being used which are well in excess of the requirements of the various classification societies.

In the new boats the builders have enjoyed the close cooperation of Port Captain Michael Powers and Port Engineer Arvid Ohlin, who have

studied the old boats closely since they went into operation and made notes of minor changes which would either increase efficiency or cut maintenance costs.

The Nelseco engines are type 6-MIR-18, developing 350 b.h.p. at 280 r.p.m. They are fitted with Brown pyrometers and Reliance tachometers. Nelseco type MI-18 silencers are installed. Starting air is carried in two 20 cubic feet Sciafe tanks built for 350 lbs. working pressure. An additional tank of same size is furnished for the Cunningham No. 3 whistle. The engine builders also furnished the fuel and lubricating oil gravity tanks.

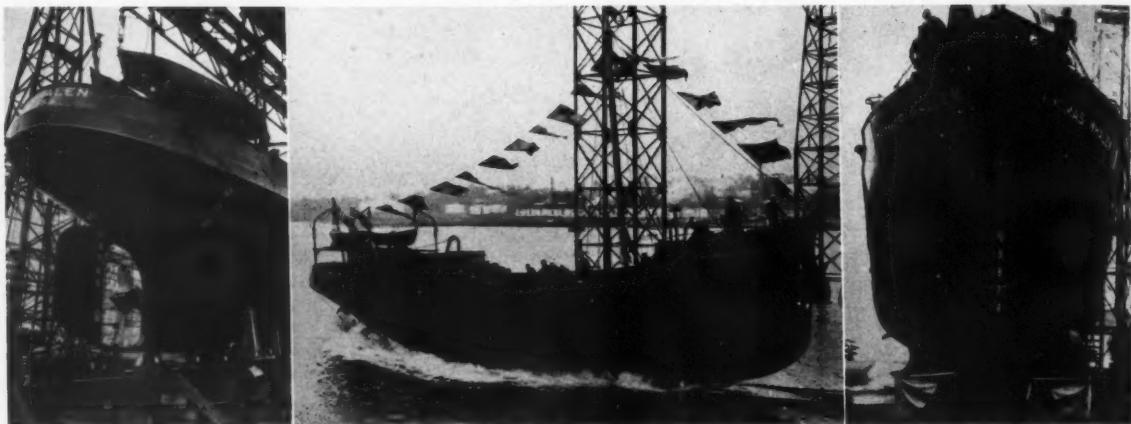
At the forward end of the engine, driven through a Kinney clutch and silent chain will be the 22 cubic foot capacity Worthington air compressor; this unit is identical with those in the former boats. At the same location, and likewise driven through silent chain, a 5 k.w. Electro Dynamic variable speed constant voltage generator is installed.

Through the ingenuity of Port Engineer Ohlin a change was made in the mountings of these units. He has devised an idler held in place by a spring loaded piston. This he found on the earlier boats eliminated all bearing trouble and greatly increased the life of the chain. He likewise doubled the width of the gears and idlers so that by turning them end for end, double the life could be obtained with little or no increased cost in the original installation.

The auxiliary generator and compressor set is located in the forward starboard end of the engine room close by the main throttle. It is driven by a Colo 10 h.p. engine of the very latest type, the generator being an Electro Dynamic 5 k.w. machine and the compressor an 18½ cubic foot Worthington.



Three sisters sponsor three sister trawlers. From left to right: Mary Whalen, the "Atlantic"; Patricia Whalen, the "Plymouth"; and Virginia Whalen, the "Thomas Whalen".



*Views of the "Thomas Whalen" before and as she hit the water, at Fore River plant of Bethlehem Shipbuilding Corp.*

The storage battery equipment is Willard, and consists of 53 cells, KTWS 11, 115 volts, 155 ampere hours at eight hour rate. The battery can be floated on the line from either generator. Control of all motors and generators is through a Mendle Electric Co. switchboard.

At the forward port end of the engine room are the two 2" motor driven Warren centrifugal pumps for general service and washing fish. The manifolds for controlling the water service of the ship are located close by the main throttles. The pumping system is a duplication of that on the previous boats. The engine room, after quarters, pilot house and Captain's stateroom will be heated by an Arco steam boiler, oil fired with a Val Jean burner. In the engine room the shift to Electro Dynamic generators is the only major change.

For the main winch drive the system employed in the previous boats will be duplicated, with but a minor change, namely, in the gear boxes used to transmit the power on deck to the winch. In the new boats the shafting and gears will be supported on ball bearings and the gears will be submerged in a bath of oil; this will eliminate manual oiling and reduce the gear wear to a minimum. Consisting as it does of but several lengths of shafting and two sets of bevel gears the system as a whole probably has fewer moving parts than any other method yet devised for main winch drive.

Control is through a Kinney clutch bolted to the forward flange of the main engine crankshaft. The Kinney tail shaft clutches used in the former boats will be duplicated.

On the after end of engine, connecting engine to tail shaft is the Kinney No. 3-24 Sailing Clutch unit. This clutch transmits the full horse power of the 350 h.p. Nelseco Diesel engine. On the forward end of engine is attached a No. 187 Cut-off-Coupling. This clutch drives the vertical shaft which extends through the deck and connects with the hauling winch above. On the drive hub of this clutch is mounted a chain sprocket which drives a generator, also the air compressor which supplies the starting air for the engine. On the air compressor shaft is mounted a No. 83 Ball Bearing Sleeve Clutch, on which is mounted the receiving sprocket for the chain driven from the sprocket on the No. 187 clutch.

Abait the tail shaft clutches are the Kingsbury size G.H. 13½ thrust bearings. Continuing to the end of the tail shaft we find a Bethlehem bronze propeller.

On deck, the gallows frames, bollards, and fish hoist were furnished by the New England Trawler Equipment Co. The five h.p. electric fish hoist is of their very latest design. The gallows frames are galvanized. All gallows frame block and bollard sheave pins are of stainless steel, running in barium bushings.

The main trawl winch was designed by Bethlehem and built at their Atlantic Works plant, and embodies improvements on the winches furnished the earlier boats. The mechanism for engaging or disengaging the winch drums was built under New England Trawler Equipment Company patent.

For life saving equipment, the vessels are furnished two steel life-boats fitted with tanks. The boats were built by the C. M. Lane Company, and are hung in adequate steel davits.

In the new vessels it was felt desirable to furnish the Captain with a separate room and this is arranged just abaft the pilot house.

For safety of navigation as well as efficiency in locating the proper bottom on which to fish, not only will the vessels have radio telephones but radio compasses as well. A super sonic depth finder was furnished by the Submarine Signal Company. All of these devices are centralized in the Captain's stateroom and at no time need he be in doubt of his position, nor out of touch with his owners.

The ship's magnetic compass is of the spherical type and was furnished and adjusted by the Kelvin-White Co. This type is a new development since the first boats were built.

The cruising radius of the new boats will be measurably increased as an additional 1,000 gallons fuel capacity has been provided for in the after peak.

The fish hold will have a capacity of slightly over 200,000 pounds. It is heavily insulated with cork and water-proof material, the inner ceiling being caulked. All metal work in the hold is galvanized. The pen board stanchions were developed especially for this service by Bethlehem, the section being of inter-locking flat bar and designed to support the deck.

The foc'sle accommodates 10 men and will be heated with a No. 1 Bullock round coal stove. Cooking will be done on a coal fired Shipmate No. 45. The after quarters have accommodations for six men. Another detail of maintenance which Captain Powers has taken care of in these boats is the smoke pipes from the various heaters and stoves. Due to the corrosive effect of salt water and flue gases he found that the ordinary light sheet metal smoke pipe lasts but a short time. He therefore has specified extra heavy steel pipe which should give years of service before renewal is necessary.

Other items of equipment include General Electric flood-lights for night fishing, Goulds hand pumps for fresh water in gallery, and Boston & Lockeport blocks for the running gear, and Grimsby nets.

Below the water line there are but two noticeable changes; whereas the old boats had a single plate balanced rudder, the new ones are fitted with streamlined rudder post and double plate Rudders, a change to improve the handling qualities of the boats as well as tending to increase the speed. The other change, although an apparently small detail, will materially reduce the maintenance of the forward wire warps. It consists of fitting half rounds to the forward ends of the bilge keels; the chafing effect on the wires is well known but seldom guarded against.

In general it is apparent that the new boats vary only in carefully thought out refinements from the original design, certainly a tribute to designers and builders as well as the owners.

## Gloucester

### Gill-Net Fleet

#### Active Again with Good Trips

By E. A. Goodick

**T**HE Gloucester gill-net fleet is active once more after its Summer vacation, and on the 15th of September there were many boats which reported with good-sized trips, most of the fish being pollock, caught around Ipswich Bay.

A newcomer has been added to the fleet this season, the *Virginia and Joan II*, with Capt. Austin Wonson at the wheel. She was launched last June from the yard of B. F. Warner, Kennebunkport, Maine, and is powered with an 80 h.p. Cooper-Bessemer Diesel.

Capt. George Clark, who was at one time skipper of the *Inca* has taken command of the old *Virginia and Joan* and is also in action. Both craft, owned by Roland Wonson, are taking out their fish at Capt. John Chianciola's wharf.

The Portland Fish Company's fleet of gill-netters arrived about the middle of the month to resume business at the old Jordan wharf. They are scheduled to do their gill-netting out of here, and ship their fish direct to New York.

The gill-netter *Naomi Bruce II* has a new engine this season. A 100 h.p. Wolverine has been installed to replace the 60 h.p. engine that she had. Capt. Allan Worrell, who was skipper of the gill-netter *Lucretia*, is at the wheel of the *Bruce II*. Capt. Cy Tysver has the *Naomi Bruce III*, another gill-netter which is also landing her catch at the owner's wharf, namely, Capt. Gerry Shoares.

The *Elizabeth and James*, Capt. James Parsons, has dropped out of the seining game and changed over to gill-netting.

#### New Addition to Small-Boat Fleet

An addition to the small boat fleet came into being last month when the 28 ft. power boat *Keewadin* was launched for Otis Harvey from the yard of Nicholas Montgomery. The craft has a beam of 7 ft., and is 2 ft. 4 in. draft. She is powered with a 25-40 h.p. Red Wing engine.

Capt. Harvey intends to go torching for herring in the boat this Fall.

#### Vessels Changing Over

The swordfishing schooner *A. Piatt Andrew*, Capt. John Silveira in command, arrived in port on September 17, and was to change over to dragging for the Fall season.

Capt. John A. Dahlmar, in command of the *Superior*, is now dragging out of Cape May, N. J.

The swordfisherman *Ruth and Margaret*, Capt. James Abbott, has changed over from that branch of the industry to haddocking, and was expected to sail by the 25th.

Capt. Mike Clark of the *Cape Ann*, who has been swordfishing all Summer, was also preparing for haddocking.

Another swordfisherman to change over is the *Emma Marie*, Capt. Percy Pieroway. Dragging will be this craft's game for a month or so, prior to mackerel netting.

#### Making Twelfth Trip Halibuting

The crew of the halibut schooner *Oretha F. Spinney* shared \$125 each for their three weeks' work on the 10th trip of the season. Capt. Carl Olsen, master, is the high-liner for the year in the halibuting branch of the industry. He left last month for Provincetown for bait, and then proceeded to the fishing grounds. After being out only 11 days he came back with a fare which he sold at Boston, and left on his 12th trip.

#### Fishermen Attend Yacht Races

The pilot boat *Liberty*, recently secured by Capt. Roscoe Prior and Capt. E. W. Higgins of Boston, left Gloucester on the 14th with a party of enthusiasts for the International yacht races off Newport.

Capt. Prior was the skipper on the cruise, with Capt. Charles Stewart, old-time fishing skipper, as the navigation

officer. The late "Nate" MacLoud, went as second mate. Others from Gloucester were Capt. Clayton Morrissey, Capt. Jim Mason, the former an old-time high-liner in the salt trawl banking industry, and the latter a leader in the halibut branch of the fisheries. Capt. Edward A. Proctor, President of the Gloucester Master Mariners Association was aboard and also Capt. Marty Welch, and Capt. Lee Murray of Boothbay, Me.

The *Liberty* was launched from the yard of John Bishop at Vincent Cove in 1896. She is 93 ft. long, 24 ft. wide and 12.6 ft. deep. She has her own electrical plant, and is powered with two Murray & Tregurtha engines, giving her over 100 horsepower.

#### "Nate" MacLoud

Nathan B. MacLoud, manager of the Harbor View hotel, "the town booster extraordinary," died in Newport, R. I., on Sept. 24, a victim of bronchial pneumonia. He passed away after an illness that probably had its inception at the beginning of what proved to be a final and fatal venture, the active head of a party which chartered the pilot boat *Liberty* and carried a delegation of Gloucester skippers and other enthusiasts to the scene of the International yacht races off Newport. He was in his 55th year.

#### John J. Pew

John J. Pew, 92, who had been active in the fishing industry for more than three-quarters of a century and head of the board of directors of the Gorton-Pew Fisheries, died at his home on September 24, following an illness of four days.

He was one of Gloucester's most prominent citizens. In conjunction with his business he took an ardent interest in the city's civic affairs, and was identified with many local organizations.

#### Capt. Antone Courant

Capt. Antone Courant, the oldest fishing skipper of Gloucester, and said to be the first Portuguese to attend Gloucester schools, passed away on September 18 at the age of 85.

#### Capt. F. A. Bickford

Capt. Forrest A. Bickford, long prominent in the marine life of Gloucester, died on September 29 at the age of 55 years, following an illness of several months' duration.

#### Capt. William E. Harting

Capt. William E. Harting, one of the pioneers in Gloucester gill-net fishing, died on September 26, at the age of 50 years.

For the past eight years he had been in command of the *Agnes and Myrnie*, both Winter and Summer.



The schooner "Alvan T. Fuller", of Gloucester, Capt. Joseph Leavitt. Powered with a 275 h.p. Atlas Imperial Diesel engine. Her dimensions are 88-9 by 22-3 by 10-3, and she has accommodations for 14 men. She is equipped with Edison batteries, Hyde propeller, Kinney clutch, and Marine Household range, and rigged with Plymouth cordage. For his lighted buoys, Capt. Leavitt uses Eveready dry cell batteries.

## Maine

### Committee Named for New England Sardine Industry

By Alfred Elden

**T**HE National Recovery Administration on September 19 informed James Abernethy, Secretary of the temporary executive committee of the sardine-canning division of the fishing industry, New England Area, of the appointment of the following persons as members of the temporary executive committee for that division:

Alvin C. Ramsdell, of the Ramsdell Packing Company, with plants at Lubec, Brooklin and Portland; Carroll B. Peacock of Lubec, R. B. Stevens of the Royal River Packing Company of Yarmouth, Frank B. Pike of the Seaboard Canning Company, with plants at Lubec, Robbinston and Portland; James Abernethy of the Sunset Packing Company, West Pembroke.

The New England area of the division includes Maine, New Hampshire, Massachusetts, Connecticut and Rhode Island. The temporary committee will serve until Nov. 30, unless a code for the sardine-canning industry in that division is earlier approved, in which event the executive committee provided for in the code will supersede the temporary committee.

#### Sardine Packers May Secure Federal Inspection

Maine packers of sardines may secure Federal inspection and approval of their product by complying with a list of regulations formulated by the Pure Food and Drug Administration of the Department of Agriculture. The inspection is made possible under the Stephens amendment to the Pure Food and Drugs Act, adopted at the last session of Congress.

The inspection will be entirely advisory. No packer need ask for it, or conform to the regulations, but no product which has not been packed under the regulations can bear the certification of Federal approval, and this will necessarily give an advantage to those products which do bear the stamp of Federal approval.

The regulations apply to tuna, sardines, mackerel, bonita, yellowtail, shad and food in which any such fish is an ingredient.

The Secretary of Agriculture may refuse inspection at any establishment. No establishment which has the inspection privilege may handle any non-inspected material. All fish delivered to an inspected establishment will be subject to inspection but the inspection certificates will not be issued except for canned fish.

Containers must show where the fish was packed, day and year of packing, hour or batch number, species of fish and style of pack.



*The "Loa-Lea", one of the best and biggest Hampton boats in Casco Bay, Maine. Built by Charles S. Gomez, of Sebasco for Everett O. Wallace, of West Point, she is 33 x 9.6 x 2.6, and has a Palmer Ford conversion of 23-39 h.p., and an Exide battery.*



*The "Richard J.", Capt. Einer Johnson, one of the busiest gill-netters in Casco Bay. She is 52 ft., and was built by B. F. Warner, Kennebunkport. She is powered with a Model 34-B6 Fairbanks-Morse engine of 45 h.p., and is equipped with a Monel Metal shaft and Crossley net lifter.*

#### Moran Inquires About the "Loans to Industry" Act

Representative Edward C. Moran, Jr., of Rockland, wrote Hon. Jesse Jones, Chairman, Reconstruction Finance Corporation, on September 27, requesting the R.F.C. to make available the relief specifically provided by Congress to the fishing business under the "Loans to Industry" Act, and asking for the terms of the regulations applicable thereto.

#### Fish Meal Industry Promises to Grow

Finding the vacuum processed Maine coast fish meal high in essential vitamins and proving its value as a livestock food in a series of tests, scientists of the Maine Agricultural Experiment Station believe they have discovered a product that will help to meet the national food shortage emergency and to give considerable aid to Maine's fishing and livestock industries. Dr. Fred Griffey, Director of the Maine Agricultural Experiment Station says: "Time will tell, of course, the true significance of these tests. It now looks like Maine livestock men and those in the nearby states have exceptionally valuable protein food near at hand. It will do much to replace the expensive protein which we have been purchasing in cotton seed meal and linseed oil meal in the past."

#### Plenty of Mackerel

It's either a feast or a famine with the mackerel. For the past two or three seasons it has been more or less of a feast. In late September they filled the waters of St. John's Bay and New Harbor, Round Pond and Muscongus fishermen brought in large catches. Eddie Brackett came in with 90 barrels; Courtland Brackett, 80 barrels; Ernest Brackett, 130; Plummer Leeman, 60; Sam Morton, 65; Elden Morton, 50; Carl Brackett, 130, all landed at New Harbor. Some go to Portland and some to Boothbay Harbor for the cold storage.

#### Commissioner Crie Located at Thomaston

Commissioner of Sea and Shore Fisheries Horatio D. Crie is now doing business at Thomaston instead of Rockland in the former Georges National Bank Building recently purchased by the State. The interior of the first floor has been changed to accommodate the new business. There is a spacious office and a large room nearby can be used as an assembly room where hearings and other matters may be accommodated.

#### George B. Morrill

George B. Morrill, 67, President of the Burnham & Morrill Food Products Co., died on September 28 while enroute to a hospital, after his automobile struck a street car. A heart attack, which caused him to lose control of his automobile was believed to have been the cause of death. A medical examiner said he received no injuries in the crash.

Mr. Morrill was one of the best known business men in Portland and had long been connected with the Burnham & Morrill Co.

**Maine Coast Fisheries Inc., Designed to Become Self-Sustaining**

The Relief Administration, when it set out to aid the fishermen this Spring, had the lack of market forcibly brought to its attention.

A commission was appointed to study this situation and upon its recommendation the Maine Coast Fisheries, Inc., was organized to use Emergency Relief funds to purchase surplus fish from fishermen.

Recognizing that Federal Relief is a thing which cannot go on forever, it has been the aim of the administration to weld the fishermen into a cooperative organization for self help, which would continue to benefit them long after emergency relief became a thing of the past.

The Maine Coast Fisheries, Inc., is a cooperative movement among fishermen for the purchase of fish for which they have no market. It is operated by Federal funds now, but it is designed to become self-sustaining.

Maine Coast Fisheries is incorporated under the laws of Maine. Membership in the cooperative corporation is ten dollars per share, payable in instalments in fish sold to the corporation. Each fisherman selling to the corporation and each employee is a member. No person is permitted to hold more than one share. The shares are profit-sharing but non-voting. As long as Federal funds are used it is necessary to keep the administrative control of the organization in the hands of the Federal Government.

The directors are Rufus H. Stone, President, and John A. McDonough, Emergency Relief Administrator for Maine, and William J. Salter, his assistant. Headquarters are at 45 Custom House Wharf, Portland, Me.

**Portland Plant**

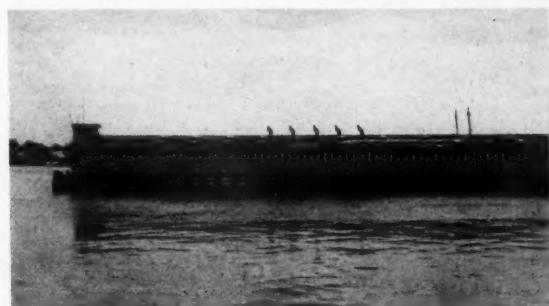
In less than two weeks the Portland plant froze and distributed 70,000 pounds of boneless fillets throughout the State.

In so far as possible, Maine Coast Fisheries employees have been enlisted from the relief rolls. Thus Portland, where is situated the freezing and canning project, has been relieved of a relief load of approximately one hundred persons.

**Eastport Plant**

In Eastport the Maine Coast Fisheries, Inc., has leased the plant of the Blanchard Manufacturing and Canning Company and is canning sardines for relief purposes. The Blanchard sardine boats, *America* and *International*, each of forty hogshead capacity, also were chartered to buy American herring for the plant.

The peculiar circumstances with regard to Eastport's relief situation practically forced the Relief Administration to adopt some such step as the operation of a sardine plant. Eastport is and always has been a sardine packing city. Her people are factory workers, and when the plants are closed there is no other work for them. The Blanchard plant will relieve the city relief roll of approximately 125 persons.



*The Rockland, Maine, plant of William Underwood Co.*

**Will Create Demand for Fish**

The Maine Coast Fisheries, Inc., furnishes an immediate and a steady and reliable market for ground fish, for the entire coast of Maine, based upon Portland dealer prices. It is a cooperative venture whereby the fisherman may help himself. Products of the corporation do not compete with commercial enterprise because they are not sold. They are distributed by the relief administration just as flour, pork and other commodities have been distributed. The corporation's products are given to persons not accustomed to eating fish. The fish is of the highest quality. It is believed it will create a taste and demand for fish and fish products which will be of advantage to the entire industry.

**Underwood Operates Three Plants and Seven Boats in Maine**

The William Underwood Company, of Boston, have three of the finest sardine factories in the world on the Maine coast—at Rockland, Jonesport and McKinley. The cutting machines, so-called, which cut off the heads of the tiny herring, eviscerate or cleanse them and deliver them in a solid stream, are fully patented, and are said to be the only ones of their kind in the world.

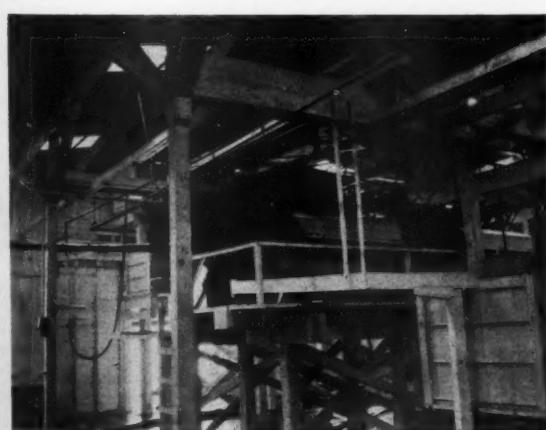
The machine is an extraordinary combination of wheels, circular knives and other mechanical parts revolving in streams of clean, cold, salt water which leaves the fish all prepared for cooking. All fish are thus cleaned before going into the cans. The unusual apparatus is difficult to describe.

After the fish have been put into the salting tanks from the herring boats, they are delivered from there into small tanks with curved bottoms which form the boots of elevators composed of spiral, mesh-woven fabric on which are secured wooden slats about one-half inch square. This fabric is driven by gears and elevates the fish out of the tank. Those fish which are lying on the belt parallel to its travel will fall off and only those fish which are lying parallel to the slats will stay on. The fish are thus positioned and discharged by the belt into the machine where they are fed into slots of the main cutting wheels.

At this point the fish are subjected to jets of water, traveling in opposite directions, parallel to the slots of the wheels in which the fish are being carried. The patented principle of the machine is that the fish will always be pushed ahead by the jet of water which strikes its fin scales so that the fish goes in its natural direction, and the result is that the fish are forced and held by the water with their heads touching against the gauges on the edges of the wheels, and there meet knives which cut off the heads. The distance of the knives from the edge of the wheels is, of course, adjustable for different sizes of fish. The heads fall into one bin and are taken away for lobster bait or fertilizer purposes.

The bodies of the fish beheaded fall into another bin and are then agitated in an abundant supply of salt water with the result that the blood is washed out of the body cavity, and a very large proportion of the entrails are removed as well. This machine both beheads and eviscerates.

The Underwood boats are *Alice*, *Moose-a-bec*, and *Odd Fellow* of Rockland, *Kingfisher* and *Roamer*, of Jonesport, and *Fishhawk* and *Curlew*, of McKinley.



*The elevated fish cutting machine at the Rockland, Maine, plant of William Underwood Company.*



*The plant of the B. H. Wilson Fisheries, where the B. A. Griffin Co., of Milwaukee, cures large herring by the salt and vinegar method.*

## Wilson Fisheries Busy at Eastport

By C. A. Dixon

**UNDoubtedly** the busiest fish-processing plant in Eastern Maine this Autumn is that being conducted by the B. A. Griffin Co., of Milwaukee, Wisconsin, at Eastport, Me., under the experienced and efficient management of Burpee Wilson, President of the B. H. Wilson Fisheries, at the Wilson plant.

This concern employs about 85 men and women in the processing and manufacturing of large sea herring cured by the salt and vinegar method, of which the Griffin company is the pioneer firm in this section of the country. This method of curing perfectly fresh fat sea herring has proved to be one of great popularity with the fish trade and fish consumers in general. The B. A. Griffin Co. in its Eastport plant alone processes from 10,000 to 15,000 barrels of these fish (200 lbs. to the barrel), each season of five months, extending from August 1 to January 1, provided sufficient supplies of raw material are available. This year due to the scarcity of fish at Grand Manan, N. B., and other points where sea herring are caught, the concern finds itself unable to fill the many orders received daily.

It is interesting to watch the processing of the large herring. The heads of the big fish are cut off and entrails removed, and the blood along the backbones is then thoroughly cleaned away by the use of power-brushes operated on a revolving shaft, and controlled by women employees who see that each and every fish is meticulously free from blood particles. The fish are then washed thoroughly and placed in a salt and vinegar solution after which they are removed, following the period of time it takes to properly cure them. Male employees then pack the fish, with salt, in barrels. Only the choicest fat herring of the Bay of Fundy are purchased, and these are landed at the plant within a very short time after being taken from the sea by weir fishermen and net fishermen, thus insuring at all times absolute freshness and prime quality.

In addition to the barrelled herring, canned herring, fish roe, and other products packed by the B. A. Griffin Co., the B. H. Wilson Fisheries concern puts up large quantities of boneless herring and bloaters, purchases and sells live lobsters the year round, and buys large quantities of scallops.

### Best Demand in Years

"The fish trade in general is in a much better condition than heretofore," says Mr. Wilson. "There is a healthier trend affecting smoked fish products. Not in years have I known the demand for smoked fish and boneless herring and large barrelled herring to be so active and promising."

### General Note of Optimism

The large herring caught by weir fishermen in Eastern waters, and being processed in Eastport are receiving a wonderful reception by the trade. Fishermen are elated over the fact that a much better prospect for marketing their product looms ahead. With the filleting and canning of the herring, in ad-

dition to the barrelling of the same by the B. A. Griffin Co., the enlargement of the factory premises of the B. H. Wilson Fisheries, the installment of filleting machines, and the establishment of cooperative marketing of line fish by the Maine Coast Fisheries, Inc., and the operating of a sardine canning plant under the same organization, things begin to look much brighter for Eastport fishermen.

### Good Pollock Season Expected

The long-looked-for schools of squid, although not over abundant, arrived in Quoddy River the last week in September, and a few were picked up at Dog Island Beach at Eastport while the weirs nearby caught some of the cuttlefish. The squid are of the short-tailed variety—the best for pollock bait, and as soon as the pollock "get the taste" of the squid, as fishermen say, fair line fishing is anticipated. One of the chief local fishing grounds is at Cochrane's Ledge directly off the city of Eastport, and its harbor affords excellent pollock fishing at times. Fishermen are plainly worried as to the apparent desertion of the grounds of the pollock schools which have frequented these waters and those of Quoddy River all Summer.

Orlo Bucknam and Hubert Chaffey of Eastport, both catch and cure large quantities of fat Quoddy pollock during the Fall months, slack-salting the same for the markets of New England.

The Canadian market for dried pollock is unusually active this year, and fishermen can dispose of their entire catches no matter how large the landings. The pollock are being purchased by Wilson's Beach, N. B., dealers for export.

### Booth Closes Season at Lubec

The big sardine packing plant of the Booth Fisheries Corp., of Lubec, Me., was the first this Fall to close its doors. Packing of fish ceased the last of the first week in September after a season of fairly satisfactory work. Booth Fisheries specialize in fine quality sardines, and the firm requires small fish for its trade. The fish in Quoddy have been mixed or running large this Fall although some very nice oils have been taken in the weirs at the Perry, Me., shore.

### Ramsdell to Move to Rockland

The Lubec factory of the Ramsdell Packing Co., will be dismantled, and the lumber and factory equipment will be transported to Rockland, where it is reported Mr. Ramsdell will reside henceforth.

### Plants Re-opened

The plant of the Union Sardine Co., at Lubec has opened for business, and it is reported that L. D. Clark & Sons will re-open right away, the latter named factory having been operated during the Summer for a time and later closed for an indefinite period. It is expected that all the other sardine canning plants in the Quoddy region which have been operating will continue to do so until the end of the season or as long as suitable fish are available.



*The Essomarine station of Capt. David J. Dyer, at Scituate, Mass. Capt. Dyer's marine service station is completely equipped to quickly service any vessels with Essomarine fuels and lubricating products.*

## Maryland

### and Delaware Elect Directors of Production Credit Association

By Edward Bowdoin

**MARYLAND** and Delaware directors of the Oyster Planters' Production Credit Association were elected at a meeting of planters held in Easton, Md., September 4th.

Charles A. Loockerman of Crisfield, and W. E. Northran, of Solomon's Island, were named directors for Maryland. I. W. Tarburton, of Dover, Del., was named director for that State.

A Secretary-Treasurer was elected at the final organization meeting at Salisbury, Md., on September 10th. Dr. R. V. Truitt was elected.

The association was formed at a meeting at Newport News, Va., August 30th, for the purpose of providing credit to oyster planters in the Chesapeake Bay area.

#### Oysters Plentiful

Oysters are reported plentiful in various sections of the Chesapeake Bay. In St. Mary's County waters, Capt. Luther Miles of the police boat patrolling that region, reports from the examination of oysters taken from the Patuxent river that they are plentiful and will be fat this season. The demand for the bivalve is expected to be much greater than for many years.

Nelson R. Coulbourne, President of the Seafood Division of Crisfield Chamber of Commerce, who was in attendance at the convention of the Oyster Growers & Dealers Association, hopes to see inaugurated a broadcasting program in the interest of the oyster business on the Atlantic coast, a weekly broadcasting program over one of the large networks telling of the oyster and its valuable properties as a food.

#### Buoy Rock Oyster Bar to be Opened

Following an examination of oysters on Buoy Rock in the Chester River, members of the Rock Hall, Md., Watermen's Protective Association, together with State Conservation Commission officials and members of other nearby protective groups, have issued a statement to the effect that bivalves have apparently recovered from the poor condition in which they were found when the oystering area was closed.

When the section of the Chesapeake Bay, closed to oystermen, is opened it is believed the oysters will be discovered to be in good condition and that the closing order was for the benefit of the industry as a whole.

#### Somerset County Oysters Bring Good Prices

The oyster season for tonging in the waters of Somerset County, Md., opened on the 15th of September.

The watermen say that oysters are fat and in excellent condition. The price paid the catchers is slightly higher this year than last at the opening of the season.

#### 385 Watermen are Aided by Federal Loans

Through the Watermen's Rehabilitation Program 385 watermen whose boats were damaged or destroyed in the storm of August 23, 1933 have been sent back into the seafood industry equipped to earn a livelihood, Robert Van Hyning, field supervisor of the program, stated in a report to the Maryland Emergency Relief Administration.

Financial resources of seafood packers were also bolstered to the extent that sixty-four plants, employing 856 persons have been enabled to resume operations.

#### Extension of Time Granted for Report on Labor in Blue Crab Industry

An extension of 90 days has been granted the Executive Committee of the blue crab industry for reporting on remuneration of pickers under the code, the National Recovery Administration announced on September 19.

Because of the shortage of crabs last Summer, the lateness of the season and other conditions, it was found impossible to make a comprehensive survey and report within the period originally established.



*The trawler "Dartmouth", Capt. Iver Carlson, powered with a 375 h.p. Cooper-Bessemer reversible 8-cylinder engine and equipped with 110 volt Exide Ironclad battery.*

#### Virginia Tongers

Yielding to the importunities of many persons interested in the seafood industry, particularly the tonging element of the business, Commonwealth's Attorney George P. DeHardit, of Gloucester, Virginia, recently accepted the appointment to the fisheries commission which was tendered him by Governor Peery.

Mr. DeHardit was named by the governor in place of J. Davis Reed, of Portsmouth, a former member of the commission, so that, as the governor expressed it, "the oyster tonging area might be represented."

#### North Carolina Oysters

North Carolina oystermen may begin to look forward to an excellent season, says Thos. Crank, Elizabeth City seafood dealer.

The bivalves taken from Virginia beds have been of unusually fine quality for this time of year. As a rule, early-season oysters are poor in size and flavor, but Virginia oysters already have size and flavor comparable to last year's mid-season oysters.

The North Carolina oystering season usually opens around October 15. It may open a little earlier this year. Meanwhile Northeastern North Carolina oystermen are getting their boats, tongs and other oystering equipment in shape for the hard season ahead. Favorable prices are indicated for this year's catch, or "take".



*The tanker "R. M. Hubbard", owned by the Little Ferry Oil Company, Little Ferry, N. J. She is powered with a 50 h.p. Bolinders W-7 engine; and a 10 h.p. auxiliary Bolinders is used for driving the cargo pump.*

## Southern Shrimp and Oyster Canning Now Placed Under Canning Code

By The Roamer

**O**N September 25 NRA granted requests of three fish canning industries, excluding them from the fishery code and placing them under code for the canning industry. The three are tuna fish canning, Pacific Coast clam packing and shrimp and oyster canning in the South Atlantic and Gulf areas.

Tuna fish canning was defined to include canning albacore, blue fin tuna, bonito, skipjack, yellow fin tuna and yellowtail, taken in the waters of the Pacific Ocean.

The South Atlantic and Gulf state area for shrimp and oyster canning was defined to include North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana and Texas.

The fishing code made it impossible for the packers to make provisions for prices and place their workers upon an equal wage scale, while under the canning code it will enable them to provide fair and just prices and an equal scale of wages in all departments of the industry, officials of the Biloxi Oyster Exchange said.

The exchange has been working on this change for several months and officials were very much pleased when informed of the action of NRA administrators.

### Seacoast Co. First in U. S. to Receive New Permit

The Seacoast Packing Co., of Biloxi, is the first in the United States to receive its permit for packing of shrimp under the new regulations of the food and drug administration. The company has been given Permit No. 1.

Labels for the Seacoast Co. have been approved for temporary use to allow the factory to use its old labels on hand, following which a stamp for permanent use will be provided for the new labels.

The Mavar Packing Co. is the second Biloxi seafood establishment to go under Government inspection and will be given permit No. 2.

Other plants which have applied for inspection are the Antich Canning Co., Biloxi Canning Co., Biloxi; Mexican Gulf Packing Co., Pascagoula; and Pelican Lake Oyster and Packing Co., Houma, La.

### Dunbar-Dukate Co. Opens

The oyster and shrimp cannery of the Dunbar-Dukate Company at Pass Christian opened for shrimp packing on September 24 with a force of more than 150 pickers and more than 50 other employees in the plant. The first day 155 barrels of shrimp were received before noon.

This plant has been thoroughly renovated and placed in sanitary condition. The oyster-shucking department is now undergoing extensive repairs also. With the cannery there is also operated a 40-ton ice plant with water from an artesian well driven down in the Gulf.

The Dunbar-Dukate Company will pack the original Dunbar shrimp, under which label their product has been known throughout the country and they will also pack under buyers' labels. Packing of oysters will begin on December 1. E. L. Dukate of Biloxi and New Orleans, Vice-President of the company, is in active charge of operations, with R. V. Abbley, Sr., local manager of the Pass Christian plant.



Capt. C. P. Guthrie of the menhaden trawler "J. Earle Morris", owned by the Quinn Menhaden Fisheries of Fernandina, Florida. Capt. Guthrie has been menhaden fishing for the past 15 years.

## Florida Menhaden Trawlers Have Exceptionally Good Month

By H. L. Peace

**T**HE Quinn Menhaden Plant of Fernandina issued its largest September payroll of the past five years September 15 when its fleet of three boats piled up a two week's catch of 4,600,000 fish. The *J. Earle Morris* skippered by Capt. C. P. Guthrie, had the largest total catch of 2,400,000 fish—more than half of the total catch of the three trawlers. This boat enjoyed its largest payroll with this catch since it has been in Florida waters this season. The *J. Earle Morris* had a single day's catch of 454,000 fish while the *Wallace M. Quinn* had 360,000 fish, and the *Lynnhaven* had 256,000 fish.

O. Holland, secretary of the Quinn plant, pointed out to the ATLANTIC FISHERMAN correspondent that these catches are most exceptional for this time of the year, and that generally the fleet returns to the Carolina coast the first week in September. Mr. Holland said that 140 cars of fish scrap had been shipped from his plant this season and that 20 cars had been shipped from the early September catch. He reported that they were finding more oil in the fish now.

### Sponge Boats Sail

The last of the sponge vessels of the fleet at Tarpon Springs set sail for the sponge fishing banks off this port September 7. Some of the boats are out on short trips, while others will be away for several weeks.

### Sponge Industry Grows

According to an announcement made by the All Florida Committee in a bulletin issued the first of this month, twenty million dollars worth of Florida sponges have been shipped to cities and countries all over the world in the past 30 years. Development of the sponge industry in this state has resulted in the establishment of the largest sponge market in the world at Tarpon Springs. Sponging grounds include the waters of the Gulf of Mexico off the West Coast of Florida and the Southeastern tip of the Peninsula.

### Fall Oyster Season Gets Under Way

The Fall oyster season along the West coast of Florida has opened at Apalachicola with many boats being fitted out and packing plants making ready for a busy season. A difference in prices which Apalachicola oyster packers offered at the first of the month was at first thought to be a great hindrance, but it is understood that the price problem has been ironed out.

### Ft. Pierce Fishermen Adopt "Closed Shop" Policy

Ft. Pierce fishermen have adopted a "closed shop" policy and have made it known that they will not fish for any dealer who purchases fish from anyone who is not a member of the Florida Fish Producers Association.

Fishermen pointed out that this policy was adopted as a means of self protection against the "unfair" competition provided by tourists who come down to Ft. Pierce during the Winter months and engage in fishing "just to earn expenses" and against the sport fisherman who sells his excess catch to the dealers.

Dealers were said to favor this policy.

### Fish Houses Rebuilt

At Ft. Pierce several fish houses which were destroyed by a storm a year ago, have been rebuilt and many of them



*In the plant of the Brooks Packing Company, Inc., Fernandina, Fla. On the left are the machines which cap the glasses and tins, and the closing machine for the glass pack, manufactured by the Anchor Cap and Closure Corp. On the right is the Seals capping machine manufactured by the Continental Can Company. W. M. Brooks, President of the Brooks Packing Company, Inc., is shown at the right*

have already been leased for the Winter season. These houses are located on a bridge spanning the Indian River which was recently rebuilt and formally opened to the public at a cost of \$90,000 September 27.

#### Shrimpers Ready for Fall Season

With the Florida shrimp fleet of some 100 boats fishing out of Fernandina and St. Augustine returning with increased catches averaging from 10 to 18 bushels taken in a single day, preparations are being made at all operation centers along the entire state coast line for a prosperous Fall season.

#### St. Augustine

Shrimp dealers of St. Augustine are optimistic about the coming Fall season and many of them predict an excellent season for St. Augustine—with all the houses filled by the last of October. Several dealers pointed out that this city had the bulk of the trade last Fall, and that preparations would be made for large catches this season.

#### Importance of Shrimp Industry

According to results of a study just issued by the United States Bureau of Foreign and Domestic Commerce's Bureau of Fisheries, the shrimp fisheries of the South Atlantic and Gulf States, which includes Jacksonville, Mayport, Fernandina and St. Augustine, outrank every other individual fishery of the section, both in volume and value of production.

In 1931, the latest year for which detailed figures were available, the shrimp fisheries were sixth in importance with respect to volume and seventh in value among the food fishery products of the entire United States commercial fisheries.

This industry in the South Atlantic and Gulf States gave employment to more than 14,000 persons in 1931.

#### Dredging at New Smyrna

New Smyrna is making every effort to get her share of the fishing season by dredging the bar at the port's entrance so that shrimp trawlers may enter the port at will without any danger of running aground or cracking up.

#### Crew Saved from Sinking Schooner

Four members of the crew of the two-masted fishing schooner *Emily Sears* out of Jacksonville were saved when the schooner ran ashore on Jupiter Island and sank. Two members of the crew clung to the rigging of the sunken vessel while the other two occupants pulled for shore in a small dory.

Capt. Louis Larson and Ray Cothorn scampered up the rigging as the 58 ft. trawler settled to the bottom of the ocean in a pounding surf. At dawn Curtis and Stevenson, the other members of the crew, again braved the breakers in the dory and rescued their companions.

### Brooks Packing Company, Inc. Remodels Plant Which is Served by Fleet of 20 Boats

THE Brooks Packing Company, Inc., of Fernandina has just remodeled the inside of its two-story plant so that all packing and preparing of shrimp is done on the first floor, thereby saving time, and through the installation of new equipment making it possible to put up a neater package. The new equipment includes the installation of a 40 ft. conveyor equipped with a rustless, stainless steel wire belt which has replaced the old wire mesh tables, and a new system of washing the raw peeled shrimp by means of a flume washer.

The shrimp are caught fresh in the waters off the Florida coast and returned to dock in trawlers of 30 to 65 feet. Here they are unloaded and run through a mechanical Berlin washer before they are peeled and transferred to an ice box to chill overnight. This is done so that the cold temperature will shrink the meat, and it will be easy for the peelers to get off the hull of the shrimp.

The next morning the shrimp are placed on the peeling tables where they are peeled and transferred to the flume washer. Here they are weighed and dumped into the washer from which they are taken to the brining tanks where they cook from 20 to 30 minutes. From here they go to the blanching tanks and remain there from six to eight minutes, depending upon the size of the shrimp. Next they are placed on a 40 ft. conveyor where they pass through a cooler-blower which is equipped with a Sturtevant fan. The shrimp stay under this blower about two minutes.

During the ten minutes required for the shrimp to reach the end of the conveyor all particles of trash are removed and the shrimp are graded as to their respective sizes—small, large, and medium.

From the conveyor the shrimp are taken to the packing tables where the large shrimp are placed in glasses, and the small ones packed in Continental Can Company's tins. They then pass to the inspection table for the final "look over", and are placed on the conveyor belt which takes them to the capping machine. They are placed in retorts for sterilizing and then labeled. Now they are ready for shipping.

This plant operates a fleet of some 20 outside boats, and according to W. M. Brooks, President of the organization, will operate throughout the Winter daily if shrimp are available.

Mr. Brooks contemplates building a grading machine to be equipped with Monel Metal plate.

## Provincetown Mackerel and Whiting Seasons Best in Years

By J. C. Johnson

**S**KLAROFF'S plant has close to 50 men and boys putting up salt mackerel. Five thousand barrels of salt mackerel will be shipped out by this concern before the season is over.

Vita Fisheries, Inc., have already put out 1,000 barrels. The demand from markets in New York, Philadelphia, Cincinnati and cities Westward has been unlimited here the last two months, and still they want all the salt mackerel they can get from the Cape tip.

Gloucester prices— $\frac{3}{4}$ c for half-pound fish, 1½c for large fish—are being paid for fresh mackerel unloaded at Sklaroff's wharf. Local boats haven't been able to supply enough.



The seiner *Santa Maria* of Gloucester landed one trip of 28,000 pounds. The seiners *Orion* and *Nyoda*, of Gloucester, also have unloaded big hauls. Mostly half-pound fish have been split and salted at the Sklaroff and Vita plants. It has been the busiest mackerel season in six years at the Sklaroff plant.

### Bluebacks

There have been a few good hauls of bluebacks. The Provincetown seiner *James M. Burke*, Capt. Ted Newcomb, landed 100 barrels on the 22nd, caught South of Wood End.

### Storage Plants Well Stocked with Whiting

Local freezers are stocked to the limit with whiting. Cape Cod Cold Storage Company has purchased several hundred barrels of frozen whiting from a Boston plant, and also shipped large quantities from Barnstable, and absorbed part of the large stock of Consolidated Cold Storage Company here. A special whiting fillet is being turned out by the Cape Cod Cold Storage. It is generally agreed Provincetown has had the biggest whiting season in years.

### The Provincetown Fleet

Within two or three weeks, about fifty Provincetown netters will be out mackereling. The power dories will resume haddocking and codding offshore the middle of October. The local seiner *Wallace and Roy*, Capt. Bill O'Donnell, is now fishing off Scituate and unloading catches at New Bedford. The Provincetown dragger *Lucy F.*, Capt. John Taves, is operating off Chilmark. Capt. Tony Joseph has taken his *Lady of The Rosary* to Gloucester to fish out of that port, and Tony Souza has tied up his *Shamrock* to go with Capt. Joseph.

## Vineyard Has Best Hand- Line Month in 20 Years

By J. C. Allen

**W**ITH Autumn creeping aboard from the taff-rail of September, the Wheelhouse Loafer who presides over this Martha Vineyard column, seriously contemplates the growing of a four-foot streamlined set of whiskers. Not because we anticipate a tough Winter in this neck of the ocean, but because the Loafer begins to feel like a prophet, and according to the book, the prophets ran heavily to chin decorations.

September winds up here with the record, we believe, of being the best month that hand-line fishermen have had in at least twenty years, possibly twenty-five. And it has seen some of our sea-skimmers out among the fleet who haven't

*The Texaco* tanker "Elsie Howard", owned by Leno P. Dutra of Provincetown, and in command of Capt. Charles H. Holway (inset). She is 60 x 16.3 x 6, and is powered with a 60 b.p. Wolverine gas engine.

baited a hook in that length of time. Better than that, it has seen practically every day's handlined catch net the fisherman a few dollars after his grub, bait and gas bill were paid. This is a thing that we have long predicted, and it begins to look as if it were coming to pass.

If any lop-eared galley swab rises to say that this is progressing stern-first, then just give us lee-way enough to agree that it is, but let us further add that we had shoved ahead a cussed long-dart beyond the bounds of reason in an endeavor to be progressive, and you may lay to that.

Trap-fishing has been mighty poor all through the season and September brought no change of luck to these lads or the lobstermen. But for the first time in our existence, we have seen twelve tons of bluefish landed at Sam Cahoons dock in Woods Hole. And we have seen a two-man boat, fishing four lines, bring in five and six hundred pounds of scup and sea bass. We have likewise seen the prices for these fish hovering between six and ten cents at the caplog, and all this during the month of September. It has not been a short spurt, but the regular thing, and it is something to give thanks for, as we view the situation.

Furthermore, September has been an even better groundfish month in these latitudes than August, which was good.

### Flukes

The flukes have stayed with us, and still remain with October breaking over the skyline, and if the blasted swivel-eyed critters were used to make soles for the king's shoes, they couldn't be snapped up any quicker. The price of these fish has held high and remained as steadfast as a jammed centerboard, and during the past month, the blackbacks and

yellowtails have struck on well. The former have brought almost as much as the flukes, and the yellowtails are limited as to price only according to size.

Capt'n Claude Wagner of Edgartown, sculled out back of Nomans in his schooner a few days before we write, and picked up a little over ten tons in a couple of trips. That isn't bad fishing for inshore grounds, if you get the drift.

#### Scallop Beds Open

The attention of the gang alongshore is beginning to turn to scallops about this time. Selectmen of various towns are calling in the clan, and talking things over relative to local regulations and the opening of the beds. Some fairly large areas will open on the first of October. What the boys are going to find is problematical, but the majority of the gang believe that the fishing will be fair at least, in deep water.

#### High Prices for Sea-Scallops

It looks as if the scallop market has been a hand-to-mouth affair all Summer, probably because there were few if any frozen last Winter. In all of our ninety-nine years of following the wake of fishermen, we have never before known of such high prices for sea-scallops in Summer, nor Spring either. Our one sea-scalloper averages around fourteen hundred gallons a week and the price has been \$1.40 per, right along for weeks and weeks. Anyhow, we'll find out all about it as soon as the first day's catch is landed, and Oak Bluffs and Edgartown will be the scenes of the first bidding.

#### Oak Bluffs Becoming Important Fishing Town

Oak Bluffs has blossomed out as a shell-fishing town within the past three years and bids fair to equal Edgartown if all things break right. Money for development of the fisheries has not been too plentiful of late, but the enthusiasm is there, and seventy-five men turned out to talk things over before deciding on regulations. That's a darned sight more than attended the last town meeting.

They've got the ponds, and the seed, and are willing to gamble something on 'em and it frequently pays to gamble on a natural resource as many have found.

#### Line Trawling

The otter-trawlers haven't taken many cod as yet, but they have begun to bring in some fancy haddock from the East'erd. We dunno about the dragging inshore.

#### New Boats for Fall Season

Business in other directions have taken a pick-up with the approach of Fall. The contract for one new 28-foot cat has been taken by Bill Colby and Erford Burt at Vineyard Haven, and if Manuel Swartz of Edgartown fails to build a boat or two before Spring, it will be an unprecedented happening.

Joe Authier of Vineyard Haven has a fifty-foot (approximately), Eastern lobster launch almost ready to shove overboard, having worked on her during his spare time for six months. She is supposed to be pretty close to the down-East model, about which no one around here knows much. But Joe claims an improvement in the straight timbers of the bottom, which run without a bend from keelson to chine. He saw a couple that developed bad cracks in the bends of the timbers before the boats were really well salted, so built his straight.

This is the dope for the present, and it's more cheering than it was a year ago. But the Loafer anticipates sending in a report next month a damsite more cheering than this!

## Long Island Oyster Companies Start Busy Winter Season

By C. A. Horton

SATURDAY, September 1st, marked the opening of the oyster season on Eastern Long Island. With the opening of the oyster season, Greenport's largest and most important industry, starts its busy Winter season. Never were Peconic Bay oysters in better condition and from the present indications an unusually busy season is in store for the numerous oyster companies. Not only are hundreds of men employed in the shops as openers and handlers, but the list of employees includes the captains and crews of the fleet of boats that are used in the cultivation and catching of the oyster crop. The overhauling and repairs to this fleet of boats brings a great volume of business to the Greenport shipyards and machine shops.

During the height of the oyster season between five and six hundred men are employed in the various branches of the oyster industry. This means a weekly payroll in the village of Greenport from \$8,000 to \$10,000.

Among the oyster companies whose plants are located in Greenport, are Lester & Toner Co., with two plants; the J. & J. W. Ellsworth Co., Cedar Island Oyster Co., South Ferry Oyster Co., Long Island Oyster Farms, Robert Utz & Sons, and the E. E. Ball Co.

#### Weakfish Biting Good

The fishermen reported weakfish biting as good during September as in August or July. Bluefish were caught in fair numbers. Tuna, albacore, bonita and other ocean fish have been very much favored by the fine weather conditions on Long Island. Snappers are more plentiful in Great South Bay than in many years.

#### Scallops

A fleet of boats are out daily off Long Beach for the present in pursuit of scallops. Each boat is allowed to catch only ten bushels per day. They are retailing at one dollar per quart locally. The catch is better than last year.

#### Kingfish

Kingfish, which were unusually scarce in the Bay during the Summer months, have been more plentiful during the Fall.

#### Snappers Run Good

The run of snappers has been strong for the past six weeks. Many of them are from 11 to 12 inches in length which is a fine size for this species of fish.

#### Building New Boat

Walter Lightner has the boat which he is building for John Roob, of Oceanside in frame. The boat, which was designed by Charles Hogan, of Baldwin, is of the cabin cruiser type and will be 32 feet long and have a beam of 10 ft. She will be powered with a 110 h.p. Buda motor and will be capable of doing 16 miles per hour. Mr. Lightner expects to have the boat completed in about two months.

#### Catches Barracuda off East Marion

Captain Everett L. Bennett of East Marion, who fishes in the Sound and Gardiners Bay with traps, caught a barracuda, a well-known Southern fish, but rarely found in Northern waters, in his trap in the Sound off East Marion, last month.

## New Brunswick Weirs Yielding Large Hauls of Herring and Mackerel

By C. A. Dixon

**C**HARLOTTE County weir fishermen, especially those at Deer Island, continue to reap a fairly satisfactory harvest from the sea by selling quantities of sardine herring, lobster bait, and in some cases stringing herring, although the latter named fish have not been very plentiful.

During the latter part of September the best hauls of fish were taken in the outlying islands of the West Isles group and the extension of the distribution of the herring schools has been a pleasing feature of the month's fishing. Weirs located at Northwest Harbor, where Alvah Leslie owns and operates a number of weirs, did pretty well, and also those located around Leonardville and at Doctor's Cove, but the "Zig-Zag" and "Spec's" weirs, in which William (Buck) Lord, of Richardson, is one of the principal owners, are said to be high-liners. Each weir has stocked several thousand dollars, it is said, and weirs at Adam's Island and Simpson's Island, including "Chatty's Point" and the "Buttercup", have caught good shares of fish. Lately Sandy Island weir operated by Henry Welch of Leonardville has been taking fair sized lots of herring. Laborers at some of the weirs, such as those engaged in helping the owners to seine the weirs and scoop the herring are being offered from \$3 to \$5 a tide.

### Good Hauls of Mackerel

Great hauls of mackerel were taken in weirs at Grand Manan during the past month, as high as 500 barrels being taken in a single tide from one weir—the "Sunny South", and 850 barrels in two tides from the "Bluff" at Ross' Island. Other weirs got lesser quantities, and a few were caught in Quoddy River. McCormack & Zatzman of Saint John, N. B., purchased many of the fish, and these were barreled at the J. E. Gaskill fish stand premises at North Head.

### Delegates to Represent Weirmen

A meeting of weirmen and weir owners of Deer Island was held during the past month at Lord's Cove for the purpose of electing delegates representative of the weir fishing industry to appear this Fall before the Stevens Parliamentary Committee on price spreads and mass buying, at Ottawa. About forty weirmen were present at the meeting including a number from L'Etete, on the Charlotte County mainland. Arthur Haney and Councillor Elmer Chaffey, of Chocolate Cove, were selected as delegates. Late reports state that the sitting of the Stevens Committee will not take place until the latter part of October.

### New Boats Added to Fishing Fleet

Several new finely built and equipped powerboats have been added to the Grand Manan fishing fleet this year and the island now boasts of one of the finest fleets on the Atlantic coast. Most of the boats were built in Nova Scotia. When it is taken into consideration that at Grand Manan alone there are over 250 lobster boats manned by about 400 fishermen, in addition to the scores of larger boats, such as those of the sardine boat class, and hundreds of smaller boats such as dinghies, dories, weir boats of small size, etc., the importance of this great fishing community in Charlotte County becomes evident. This County in Southern New Brunswick has literally thousands of large and small boats engaged in the fishing business.

Some of the new boats added to the Grand Manan fleet this year are those owned by Cronk Bros. of Seal Cove, Oscar Frankland of White Head, Edgar Russell of Seal Cove, Walter Small of Woodward's Cove. Extensive repairs have been made this year to the *Aurevoir*, Capt. Roy Hart, of Seal Cove, whose command is under the owners—Colin Ingersoll and Son. The work of the craft was done by Greenwood of Head Harbor, N. B.

## Lunenburg Launching of New Schooner Feature of Fisheries Exhibition

By H. R. Arenburg

**L**UNENBURG'S 1934 Fisheries Exhibition was the largest and most successful of any held since this event was started six years ago. During this year's Exhibition the ancient fishing town of Lunenburg saw the pages of history turned backwards 181 years as amid gala scenes of pageantry and color, the landing of the first settlers in 1753 was re-enacted at Rouss' Brook. Thousands of visitors and citizens lined the shore to watch the spectacle.

Attracted by the excellence of the program and the variety of the entertainment, thousands were present at the official opening of the Exhibition.

The Exhibition this year eclipsed all former efforts both in exhibits and attractions. The booths displaying the products of the fisheries and the allied industries were wonderfully well done showing a rare originality in design and attractiveness. No expense or trouble was spared to arrange the exhibits to the best advantage both in the Arena building and the Curling Rink. The buildings are commodious and well adapted for this purpose.

### New Schooner Launched

Demonstration of the enterprise and business of the town was given as the latest addition to the Lunenburg fishing fleet, the new auxiliary schooner *Marjorie and Dorothy* slid down the ways at the Smith & Rhuland shipbuilding plant in a perfect launching. The *Marjorie and Dorothy* was launched on the same spot where the International champion *Bluenose* left the ways in 1921. The new craft was christened by Mrs. Ornan Mossman, wife of the captain. The schooner is 138½ feet overall, 11 feet, 3 inches deep in the hold, 27 feet, 5 inches beam and draws 15 feet of water to the waterline. She is equipped with a 300 h.p. Fairbanks-Morse Diesel engine and is capable of a speed of 12 knots per hour. She is 120 tons. The *Marjorie and Dorothy* is the 170th vessel to leave the ways at the Smith and Rhuland shipyards.

The water sports, always a major attraction in Lunenburg, drew a large crowd to the waterfront. A program that included everything in aquatic sports as well as an exhibition of fishermen's skill in baiting, setting and hauling trawls was run off. The latter event, open only to bona fide fishermen, was interesting to the uninitiated as well as the seasoned veterans of bank fishing.

### Annual Memorial Service

The Lunenburg Fisheries Memorial Service was held from the Lunenburg band stand on Sunday afternoon, October 7, at three o'clock. The service started promptly at this hour after which the parade left for the wharf of Zwicker & Company, Limited. Mayor A. W. Schwartz was chairman of this service.

### Arrivals at Lunenburg

Among the arrivals of Lunenburg schooners from the Banks with fish recently were the *Howard Donald*, Capt. Guy Tanner, with 1800 quintals; *Robert J. Knickle*, Capt. Clarence Knickle, with 1400 quintals; *C. A. Anderson*, Capt. Dan Mosher, with 1500 quintals, and the *Marguerite B. Tanner*, Capt. Angus Tanner, with 2200 quintals. Other arrivals were the *Andrava*, *Margaret K. Smith*, *Mary Hirtle*, *Agnes McGlashen*, and *Bessemer*.

With the arrival of these vessels, the Summer season was brought to a close for the Lunenburg fleet. The total catch landed by these vessels was nearly 50,000 quintals. The average catch was reported as 1580 quintals, and the highliner was reported as the *Irene Mary*, Capt. L. Corkum, in with 2,500 quintals.

### Sails on Fresh Fishing Trip

The *Mavis Barbara* has fitted out for fresh fishing and has sailed for the Banks. She is commanded by Capt. Henry Creaser.

OCTOBER, 1934

ATLANTIC FISHERMAN

19

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With Marine Radio Telephone aboard, your captains talk to each other on the Banks—find out where the fish are running—make bigger catches.

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More profitable operation also results from keeping captains and main office in close touch by Radio Telephone. You can order boats in to take advantage of rising markets—make advance arrangements for distribution of the catch.

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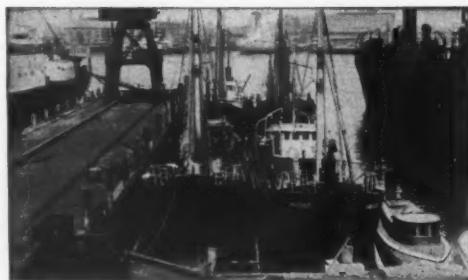
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### THREE NEW DIESEL TRAWLERS

Trawlers and druggers must operate in all kinds of weather. They need the best compass available to assure safer and better courses. The R. O'Brien Co. selected the KELVIN-WHITE SPHERICAL COMPASS for its three new trawlers built by the Bethlehem Shipbuilding Corporation because of the proven superiority over the old flat-top type of compass. Write for our catalogue and endorsements of many satisfied users.

### KELVIN-WHITE CO.

112 State St., Boston

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### Boston Pier Landings for September

Adventurer	150,500	J. M. Marshall	101,000
Alpar	52,500	Joffre	52,000
Alvan T. Fuller	114,000	Killarney	44,000
American	47,000	Kingfisher	221,000
Amherst	370,000	Lark	243,000
Andover	434,200	Laura Goulart	184,000
Andrew and Rosalie	102,700	Maine	242,000
Arthur D. Story	208,200	Marie & Winifred	150,000
Billow	182,000	Maris Stella	179,000
Boston	113,000	Marjorie Parker	64,000
Boston College	93,000	Mary de Costa	106,000
Brant	211,000	Mary E. O'Hara	67,000
Brookline	221,000	Mary P. Goulart	197,500
Cambridge	165,000	Milton	34,700
Comber	73,000	Natalie Hammond	176,500
Coot	250,000	Newton	97,000
Corinthian	165,000	Notre Dame	103,000
Cormorant	347,000	Ocean	174,000
Cornell	187,000	Oretha F. Spinney	97,000
Dartmouth	327,000	Patrick J. O'Hara	50,000
Dawn	107,500	Penguin	296,000
Dorchester	293,000	Philip P. Manta	41,300
Ebb	241,500	Quincy	243,000
Edith C. Rose	171,500	Rainbow	71,000
Elk	139,000	Reliance	71,300
Elva and Estelle	50,200	Rhodora	156,000
Exeter	418,500	Ripple	99,000
Fabia	176,000	Rita B.	60,500
Flow	219,000	Sadie M. Nunan	75,600
Foam	276,000	Sea	259,000
Fordham	171,000	Shamrock	293,700
Gale	340,000	Shawmut	181,000
Gemma	166,000	Spray	341,000
Georgetown	249,000	Teazer	130,000
Gertrude de Costa	131,000	Teel	137,000
Gertrude L. Thebaud	58,000	Tern	142,000
Gertrude M. Fauci	87,000	Tide	223,000
Gertrude Parker	233,000	Trimount	146,000
Gossoon	295,500	Vagabond	59,500
Harvard	223,000	Vandal	80,000
Hekla	240,000	Venture II	151,000
Helen M.	170,000	Waltham II	159,900
Heron	256,000	Whitecap	206,000
Hesperus	76,000	Wild Goose	262,000
Illinois	304,000	William J. O'Brien	267,600
Imperator	110,000	William L. Putnam	148,000
Isabelle Parker	195,000	Winthrop	268,000

#### Lister Installation on "Mary P. Goulart"

A new 7 h.p., 1000 r.p.m. Lister engine with a  $4\frac{1}{2}$  in. bore,  $4\frac{3}{8}$  in. stroke, directly coupled to a 3 k.w., 32 volt Diehl generator unit mounted on a cast iron base, has just been sold and installed by the Wharf Machine and Electric Co., Inc., on the schooner *Mary P. Goulart*, owned by Capt. Lawrence C. Santos, of Provincetown.

This unit is to be used as an auxiliary generating set for providing power for lights.

A special feature of the new installation is a control panel with individual auxiliary switches.

The *Mary P. Goulart*, which is 104 ft. long and has a capacity of 160,000 lbs., is reputed to be one of the fastest boats off Cape Cod. Her main engine is a 180 h.p. Cooper-Bessemer. She left Boston for the Banks on September 27.

#### Capt. Santos III

Capt. Lawrence C. Santos, of the schooner *Mary P. Goulart* is ill at his home in Provincetown. During his absence, his vessel is in charge of Capt. Marion Perry, well-known retired skipper who has seen over 40 years of life on the sea.

#### Gorham W. Walker

Gorham Watson Walker, 69, Vice-President of the firm of Shattuck & Jones, wholesale fish merchants at 152 Atlantic Avenue, Boston, died last month at his home in Winthrop, following an illness of three months.



Tanglefin netting on Capt. Shoares' wharf at Gloucester.

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Avoid engine troubles this fall and winter . . . get your oils and greases where the Essomarine sign is displayed.

These are the genuine *marine* lubricants that meet every one of the exacting requirements of actual operation at sea. They hold their body when the load peaks up against head winds. They won't run thin under engine heat or stiffen in a blizzard.

When all the upper works are a glaze of ice . . . Essomarine Lubricants are right there on the job, efficient as ever. They're built for the uneven stresses of heavy weather, with the screw racing one minute and water coming over the next.

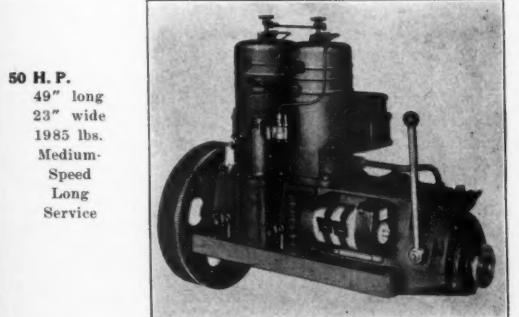
At this season more than ever, your engine demands your best attention. That means Essomarine Lubricants . . . distributed by all the major oil companies listed below . . . available from leading dealers wherever you are.

And remember . . . the name "Essomarine" alone is a full guarantee of highest quality from the world's largest manufacturer of specialized lubricants. Head for Essomarine . . . the Sign of Safety!

Essomarine Oils are available in 1-gallon and 5-gallon containers, and in drums and half-drums. Essomarine Greases are supplied in 1 lb. and 5 lb. packages and 100 lb. drums. The U. G. Lubricant is also available in 1 lb. tubes and 25 lb. pails.



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From the view point of safety alone the Fathometer is an essential item of equipment on any ship because it automatically gives visual indication of the depth of water. All soundings are given instantly and many times a minute in rough weather when it is difficult or impossible to stop the vessel to obtain lead soundings.

**T**ime of leadsmen is saved, danger of injury or loss of life during this operation in bad weather is eliminated.

**H**elps in fog when the usual buoys are useless and enables the Master to continue fishing operations.

**O**nce fishing is good, at a given depth in a certain location,

**M**inimizes wear and tear and loss of trawls, etc., by giving instant warning of variations in the contour of the ocean bed.

**E**nables the Master to exercise better control of the operation of the net.

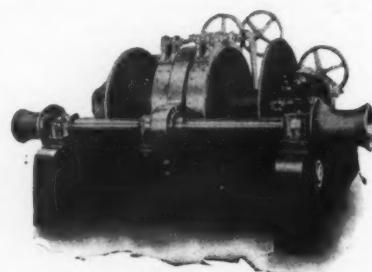
**T**ime is saved both on the fishing grounds and in navigating from port to port in foggy weather.

**E**very member of the crew can operate the Fathometer.

**R**eliably assists in locating new fishing grounds.

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## TRAWL WINCHES

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In capacities from 300 to 600 fathom  
5-8 in. to 7-8 in. wire, with 75 H. P.  
Diesel drives, up to 100 H. P. Electric  
drives, either worm or spur gear.

## NEW ENGLAND TRAWLER EQUIPMENT CO.

National Docks

East Boston, - Mass.

## Depth Finding

**T**HE Fathometer is a sounding device which registers, on a dial installed in the pilot house, the exact depth under the keel even while proceeding at full speed. Soundings are automatically taken every three seconds. The saving of time and labor is one of the many advantages of the Fathometer. The services of the leadsman can be used for other duties. It is not necessary to heave-to in order to get accurate soundings, thus eliminating the stopping and starting of the engines. When the weather is thick it is still possible to fish efficiently and to follow the curve of the banks along which the trawl is being towed. The many soundings per minute prevent the trawler from being driven from the grounds by violent currents, winds and tides. Moreover, if it is found that fish are running at a certain depth it is possible to keep with the fish once they are discovered.

The saving of nets and gear is another important advantage. By obtaining soundings so rapidly, the course of the trawler can be changed promptly so that the trawl can be kept from being torn by being dragged over rapidly shoaling depths. This was not previously possible, to the same degree, by means of soundings made by a leadsman.

Over 700 vessels of various types now carry Fathometer equipment. Of this number, 250 are fishing vessels in this country and abroad. The depth finding Fathometer has done much to revolutionize fishing operations, and to allow the fisherman to hunt his fish in a scientific manner.

## Kelvin-White Spherical Compass

**T**HE Kelvin-White spherical compass is the result of many years of observation and experiment on the part of Wilfrid O. White, the inventor, and his associates.

In developing a compass that would be immune to the general unsteadiness of the ordinary flat top compass, various types were tried. While large compass bowls with small cards gave fair results, the card size naturally made the compass harder to read. In rough weather when the compass bowl was subjected to both rolling and pitching motions, the liquid became disturbed, resulting in horizontal swinging of the card. Mr. White took two hemispheres of brass and made up a spherical bowl with a small window on one side, which showed freedom from the troubles of the flat top compass.

He then made a spherical bowl with the top half of heavy glass, and when this was filled with liquid it magnified the card splendidly, making it look as large and even plainer than an ordinary compass of equal outside size.

After exhaustive tests, Mr. White's spherical compass has been installed on all kinds of vessels all over the world, including the new U. S. Coast Guard cutters. Fishing vessels so equipped are the *Flow*, *Dorchester*, *Boston* and *Tri-mount*, in addition to the three new O'Brien trawlers.

## New England Trawler Winches

**N**EW England Trawler Equipment Co. winches are equipped with the Company's patent worm gear friction operating on oversize ball bearing thrusts. This type of friction gives "velvet" control in bringing up the doors. Gears are steel and are guarded by a heavy steel band. Drums are cast steel, and have a large oil reservoir in barrel with plug for draining. Bedframes are solid in one piece of welded steel, and preserve accurate alignment of bearings.

The Model C has a center bearing on the drive shaft and the Model D has center bearings on both shafts. Both Models have ball bearings on ends of drum shafts. Lubrication of drum shaft bearings, drums and thrusts is provided from ample interconnected oil reservoirs. Drums can be filled with grease without removing wire. Grease cannot throw on frictions. Brakes are hard wood block.

Niggerheads of special steel for use with wire rope are regularly furnished on drum shaft of Model D and pinion shaft of Model C, but other combinations can be furnished if desired. All machines are equipped for pressure oiling and an "Alemite" lubricator is furnished with each machine.

### Friday not the only Fish Day, according to Bureau of Fisheries

FRESH fish, says the Bureau of Fisheries, are just as fresh on Monday, Tuesday, Wednesday and Thursday as they are on Friday and Saturday.

The reason the Bureau gives for making this statement is: A custom has grown up throughout the ages that fish must be served on Friday, and a great many people have the impression that the freshest fish and the best stock to select from can be had only on Friday. This is an erroneous belief.

### Fish Cookery Education

**P**ROPAGANDA to help the fish industry is being very thoroughly undertaken in Germany, according to the London Gazette. Friday is the big fish-eating day of the week, but a German regulation names Tuesday as an additional fish-eating day in each week. Hotels, restaurants, institutions, and families to be law-abiding must serve fish every Tuesday. In order to teach the villagers in the interior all about sea fish a Government motor-car, completely staffed and fitted, is touring the country as a travelling school of sea-fish cookery. The car is 40 feet long, a 6-tonner, with its own power plant for supplying ten cooking rings and four fry basins. Each day the car halts before the girls' schools in different small towns and villages, and the girls are put through an intensive course of short lectures and practical cooking. There is a show window in the car in which are exhibited all kinds of fresh and dried sea fish and people are encouraged to purchase these and have them cooked on the spot.

### Hollingshead Succeeds Fiedler

**T**HE National Recovery Administration announced on September 26 the appointment of R. S. Hollingshead, of Washington, D. C. as Acting Deputy Administrator, to succeed Deputy Administrator R. H. Fiedler, in charge of the Fisheries Section of Division Six.

Mr. Fiedler, who with Mr. Hollingshead originally organized the Fisheries Section, was loaned to the National Recovery Administration by the Bureau of Fisheries of the Department of Commerce, and has been recalled.

Mr. Hollingshead, who came originally from Baltimore, Md., is loaned to the Administration by the Foodstuffs Division of the Bureau of Foreign and Domestic Commerce, where he was Assistant Chief.

### New Boston Address for AMCO

**T**HE American Manufacturing Company, Noble and West Streets, Brooklyn, New York, announced the removal of its New England Sales Office and Warehouse on September 1st to new and larger quarters at 81 Atlantic Avenue, Boston.

The New England Sales Office embraces all of the New England States for the sale of AMCO treated "All Weather" manila rope, American Superior and Clipper brands pure manila rope, sisal ropes, jute tying twines, marine oakum, plumbers oakum, twisted jute packing and jute yarns.

T. M. Reardon has been in charge of this Division for a number of years, assisted by J. A. Healy and W. J. Gallagher.

### New York Distributor for Cummins

**T**HE Cummins Engine Company, of Columbus, Indiana, manufacturers of Cummins Diesel Engines, has announced the appointment of the Cummins Diesel Engine Corporation of New York as distributors for the Middle Atlantic and New England states.

Offices and display rooms have been established at 51 East 42nd Street, New York City, under the management of Elmer G. Grieser.

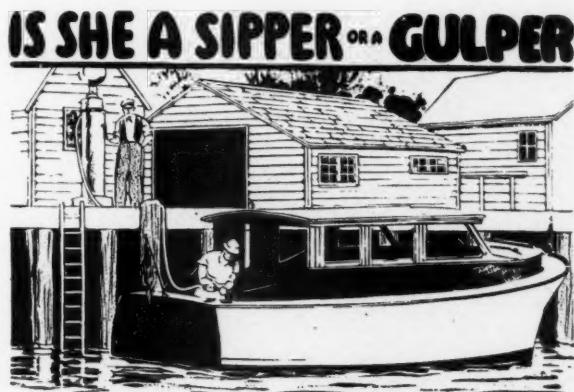
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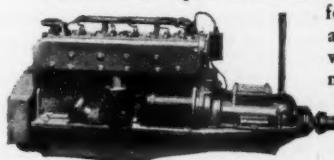
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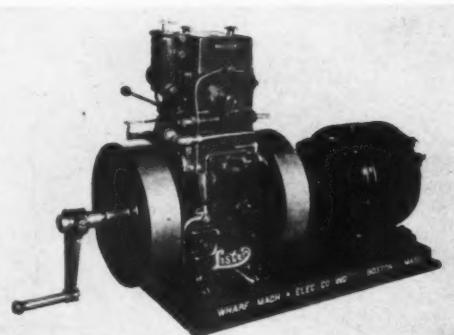
If you double the speed of your motor you may get another half a mile or mile speed out of your boat . . . but what happens to fuel consumption? The secret of the success of Palmer Engines has been their ability to deliver the rated horsepower at sane speeds. Palmer engines therefore are not only economical as to fuel and lubricant but require a minimum of maintenance. Send for descriptive literature and learn about the wide range of the modern Palmer Line.



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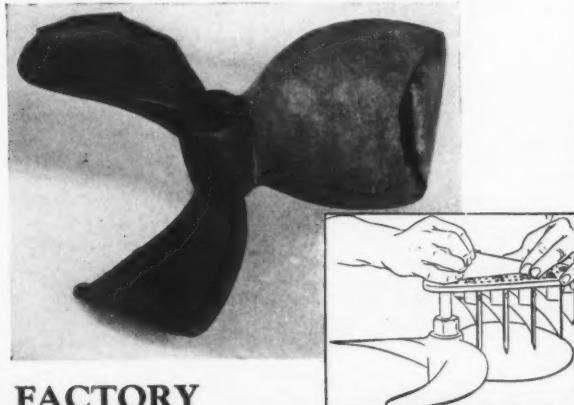
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 **HYDE**  
**PROPELLERS**

## Charlotte Fish & Oyster Co. Has "Z" Process, Installed by Frick

THE Charlotte Fish & Oyster Co., at Charlotte, North Carolina, of which W. A. Daniels is owner and manager, made a survey of the existing methods of refrigerating fresh fish.

As a result, Frick Company of Waynesboro, Pa., who are exclusive manufacturers of the "Z" Process equipment in the United States, obtained an order for a fish quick freezer capable of handling 15,000 lbs. of product in 24 hours of continuous operation.

The erection of the quick freezer, together with a Cold Storage, was completed last Summer. The equipment furnished by Frick Company consists of five separate cabinets or compartments, which are all housed within one single insulated unit. This unit was assembled at Waynesboro, Pa., and shipped to Charlotte, N. C.

The "Z" Process of quick freezing, employs sodium chloride brine at a temperature around minus 5° to minus 3° F. in the form of a very fine mist, which is mostly referred to as the brine fog. Atomization is accomplished by means of a high pressure brine pump and atomizing nozzles. Brine in this way assumes a most useful form. Notwithstanding considerable pressure employed, the resulting mist or fog is most gentle, in fact it has no power to penetrate through the flesh of the fish or meat.

In the "Z" Process a limited amount of brine is used; fine atomization prevents any penetration of brine into the tissue of the product, it being only directed against the surface of the product; fish can be placed in any desirable form or shape; the speed of freezing is very great; equipment is very compact, as the same space can be used as many as 24 times a day; the "Z" quick freezer is usually placed in a room maintained at about 45° F.; the "Z" freezer can be started up on short notice, only a few hours being required to bring the quick freezer down to the required operating temperature.

In actual use the compartments work continuously. On one of the first commercial runs, when quick freezing croakers running from 1 lb. to slightly more than 2 lbs. each (about 2 to 3 inches thick), the overall quick freezing time was one hour. As trays are filled with fish, they are placed in the compartment, about 150 lbs. to each compartment. The washing of fresh fish before quick freezing, placing on trays, loading into a compartment, takes about 10 to 15 minutes for one man. With this time interval the fifth cabinet is completed and loaded just one hour after the first cabinet has been filled. The same operator then removes the already quick frozen fish from the first cabinet and fills it with fresh fish, thereby continuing uninterrupted freezing.

After the fish are quick frozen, they are dipped into running water (from city mains) to wash off superficial brine. Thereafter frozen fish are carried into the Cold Storage where glazing of fish, in the usual manner, is carried on.

Any brine freezing system has to contend with the problems of filtering and of froth. After several years of practical work with the "Z" Process, its inventor—M. T. Zarotschenzoff, of the American Z Corporation, claims to have perfected a means for completely checking froth or foam. The filtering arrangements he says, are also such that even after many months of work, the same brine can be used without clogging any nozzles; and, of course, inasmuch as a rather limited amount of brine is being used it can be readily renewed frequently.

The general arrangement of the plant is as follows: Receiving and shipping on the ground floor. A fresh fish cooler is also on the ground floor. On the second floor there are three compressors, box storage, and the offices. On the third floor are fresh fish cooler, maintained at around 38° F.; "Z" Process quick-freezer, as already described, and the Cold Storage for frozen fish, maintained at around 0° F. In addition to this, on the third floor there is an ice making plant of 7 tons of ice in 24 hours. Ice is used exclusively for their own purposes. An ice crusher is located right after the ice dump, so that crushed ice is passed to the ground floor for use in packing fresh and quick frozen fish.

The Charlotte Fish & Oyster Co. operate a fleet of eight trucks and trailers.

## FlakIce Machines Manufactured and Sold Exclusively by York

**T**HE exclusive rights for the manufacture of FlakIce Machines have been acquired by the York Ice Machinery Corporation of York, Pa. Also as National distributors they have acquired the exclusive right to sell FlakIce machines for industrial uses.

The product of the FlakIce Machine is pure water ice about  $\frac{1}{8}$  in. thick by 5 in. to 6 in. wide, continuously being formed on the revolving cylinder, from which it automatically removes itself in the unique form of Frozen Water Ribbons. These ribbons break up into small irregular pieces of approximately 1 in. x 4 in.

Produced by an exclusive patented process, in one continuous, rapid operation, on machines that require only the pressing of a button and the turn of a valve to start or stop them, FlakIce Frozen Water Ribbons have been found by actual exhaustive tests, to utilize, under normal operating conditions, an exceptionally low rate of refrigeration per ton of manufactured FlakIce product.

### How the Machine Operates

In its operation, the FlakIce Machine is designed to take full advantage of the refrigerating properties of brine. The principal unit of the machine consists of a long, horizontal, hollow cylinder of thin, flexible metal. By reason of its flexible construction, the cylinder, being submerged, tends to keep its cylindrical shape, but a deflecting roller at the top causes the cylinder to flex over the roller, and as the forming ice will not bend, the ice peels off on the line of deflection. A steady, slowly rotating motion is imparted to the cylinder by rotating end bells, which not only keep the cylinder in rotation, but serve to separate the brine and water compartments at the ends, simultaneously permitting the brine to enter and leave the cylinder.

The water level is maintained by an automatic float valve, at a point just below the top surface of the horizontal cylinder. As the cylinder slowly rotates, the water, under the cooling action of brine on its inner surface, quickly freezes, to form on the outer surface of the cylinder a thin film of pure ice, gradually increasing in thickness. But toward the end of the revolution this ice film reaches a thickness of about  $\frac{1}{8}$  of an inch and leaves the cylinder, due to a slight change in the shape of the cylindrical surface at the top. The chute by which the thin FlakIce Water Ribbons are delivered from the machines by gravity, is so arranged that the thin ice sheets break into smaller pieces as they fall.

As the ice peels from the curved outer surface of the cylinder at a temperature of 20° F. to 22° F., it comes off not flat, but in slightly curved or arched form. These facts have an important bearing on the ease with which the product of the FlakIce Machine may be handled and stored. Because of this peculiar curved shape, the flakes glide readily upon each other, and since each flake is separate and distinct, presenting a minimum of surface in contact with any other flake, the flakes will not freeze together. In other words, as they fall upon each other on being discharged from the machine they lie normally in a horizontal position, having contact with each other only on two lines, and not on surfaces. The temperature of and the shape of the Frozen Water Ribbons are the reasons why they will not freeze together. Each flake remains separate, having a uniform thickness of  $\frac{1}{8}$ " to  $\frac{1}{4}$ ", with other dimensions of approximately 1" x 4". The latter two dimensions will be somewhat irregular due to the handling of the brittle FlakIce Water Ribbons after freezing.

### Salt Ice

By certain modification in the design of these machines as described above, the machines can be adapted to the manufacture of products other than FlakIce Frozen Water Ribbons. Salt Ice, for example, has been produced in the unique form of FlakIce Frozen sodium chloride eutectic ribbons, having a melting point of six degrees below zero, Fahrenheit, which has proven of great value in the shipment of frozen foods in refrigerator cars and motor trucks.

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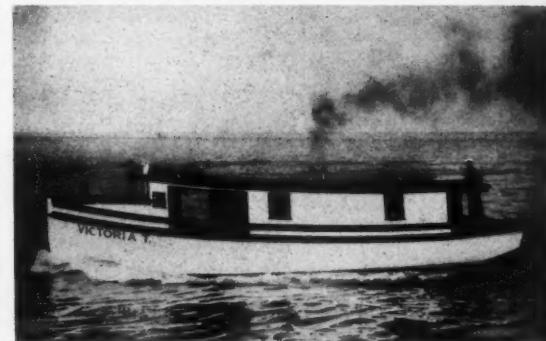
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